അയാൾ അനുവദിച്ചിരുന്നു. ഇപ്പോൾ കടത്തു മറ്റൊരാൾ ലേലം വിളിച്ചതിനാൽ ആ കടത്തു ഇറങ്ങിയാൽ അവിടെനിന്നു പുറത്തേക്കു വരുവാൻ നിവൃത്തിയില്ലാതെയാണിരിക്കുന്നതു്. ഈ കടത്തിറങ്ങുന്ന സ്ഥലത്തു ഒരു സ്ലൂസ് ഇട്ടിട്ടുണ്ടു്. അതിലെ പലകകളുടെ ഉള്ളിൽ കൂടികടക്കുവാനും തരമില്ല. ഒരിഞ്ചു പുറംപോക്കുസ്ഥലംപോലും ഇല്ലാത്ത സ്ഥലത്താണു് ഈ കടത്തു വെച്ചിരിക്കുന്നതു്. അതുകൊണ്ടു ഈ കടത്തിറങ്ങിയാൽ പുറത്തേക്കു വരുവാനുള്ള ഒരു പരിഹാരംകൂടി ആ സ്ഥലത്തു ഉടനടിയുണ്ടാക്കിത്തരണമെന്നുള്ള ഒരപേക്ഷമാത്രമാണു് ഞാൻ ഈ ഖണ്ഡനോപക്ഷേപംകൊണ്ടു ഉദ്ദേശിക്കുന്നതു്.

മിസ്റ്റർ വി. ആർ. കൃഷ്ണനെഴുത്തശ്ശൻ: ഞാൻ ഇതിനെ പിൻതാങ്ങുന്നു.

Mr. Parambi Lonappen *(Minister for Rural Development)*: Sir, I like touring very much and I intend touring throughout the length and breadth of the State if possible in almost all the villages (hear, hear); and I have got reports from my departments that the work will be undertaken at the earliest possible opportunity. But before it is done I wish to satisfy myself whether it is very urgent and if it is urgent, it will be done quickly. With this assurance I hope the Hon'ble Member will not press the cut.

മിസ്റ്റർ സി. എസ്സ്. പണിക്കർ: ഈ ഉറപ്പിന്മേൽ ഞാൻ എന്റെ ഉപക്ഷേപത്തെ സഭയുടെ അനുവാദത്തോടുകൂടി പിൻവലിച്ചുകൊള്ളുന്നു.

Cut Motion, by leave, withdrawn

Demand put and carried

3 Panchayats—(Cranganur)—Rs. 3,089

Mr. Parambi Lonappen *(Minister for Rural Development)*: Sir, I rise to move for a grant of Rs. 3,089 under "3 Panchayats—Cranganur." I do not propose to make a speech. I request that the amount may be sanctioned.

Demand put and carried

30—Public Works—Rs. 38,83,504

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, I rise to move an allotment of Rs. 38,83,504 under 30—Public Works.

I have listened with great profit and interest to the several speeches made by the Hon'ble Members during the General discussions of the Budget. I think it would be of help and of interest to the Hon'ble Members if I should make a statement at this stage on some of the important subjects which have a direct connection with the activity of the P. W. D. referred to by the Hon'ble Members.

The importance which industrial development will have in the post-war period has focussed attention on the development of hydro-electric power in the State. We have at present an industrial load amounting to 6728 H. P. Means have, therefore, to be found for the provision of this power in the State if we do not want to see the unwelcome sight of these industries migrating elsewhere. The Peringalkuttu Hydro-Electric Scheme, as recommended to us, by the famous firm of Consulting Engineers, Messrs. Rendal Palmer and Tritton was worked out in two stages. The first stage provided for the installation of 5,000 K. W. and in the second stage 10,000 K. W. The Chalakkudi river at the site of the Poringalkuttu falls has a catchment area of 370 sq. miles and the run off in the river up to the 1st of January is generally over 500 cusecs which is sufficient to generate about 16,000 K. W. or 20,000 H. P. But after February till June the river dries up quickly and the run-off goes down to as low as even 30 cusecs though it be for a few days. It is to equalise the flow during these dry months that storage works become necessary and the availability of such storage sites really limits the maximum capacity of the station. We have already applied to the Government of India for priority for the supply of machinery for this scheme. In the meanwhile it is our intention to continue the preparation of detailed estimates for this scheme so as to be in a position to start the works as soon as it becomes possible. Sir Henry Howard has also kindly consented to give us his help in this matter.

Another point which has attracted the attention of the members to a marked degree is the provision for an adequate water supply to the littoral areas in Cochin. I need not remind the House that we have been in the midst of a war for the past six years. During this time every commodity has been controlled and more than iron and steel. It has been impossible to get

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iron pipes for extension of water works and in any scheme where pipe lines are required had to be definitely postponed. There was also a second reason. The consumption of water in the Ernakulam areas has increased in the past six years in an abnormal manner.

There was, therefore, no water to spare after meeting these essential needs for distribution outside this area. While we all regret this, we have also cause to rejoice in the fact, that as a result of our representation we have been able to procure as much as about 16 miles of pipe line to lay an additional Rising mein from Chowwara to Ernakulam. This has been my dream as well as of those who have been working with me in the department for many years. We hope to complete the work of laying this pipe line and doubling the capacity of our works by March 1946. After this work is over and we have increased the capacity of our station to 29 lakhs of gallons per day, I anticipate no difficulty in supplying sufficient water to the littoral areas in Cochin after satisfying the needs of the Ernakulam area. We shall also be able to supply water to British Cochin though to a limited extent.

The supply of water to Chellanam would only require the extention of the pipe line for 4 miles but the supply of water to Vypeen would be more difficult. A sub-merged pipe line may have to be layed for which we have not the requisite experience but this would require the supply of special pipes which could be procured, I expect only some years after the cessation of hostilities in the East. What I wish to point out to this House is that the Government are fully conscious of your desire of supplying drinking water to coastal areas and the Government will do all in their power to expedite the work.

Another subject which is now agitating our minds is the protection of coast line erosion by the sea. The area threatened by sea erosion extends from Manasseri in the north to Chellanam in the South—a distance of about 9 miles. In this area, the erosion during the past 25 years has been greatest between Manasseri and Cheria Andikadavu while they have also been appreciable between Cheria Andikndavu and Chellanam. An organised and planned protetction was initiated two years ago and it can be said that we have almost completely protected a length of about 1½ miles of the worst affected area between Manasseri and Cheria Andikadavu. It will be remembered that it was in this area that there was very great unrest during the last two years. In order to protect the entire coast line up to the southern limits of Chellanam it would be necessary to lay about 144 groynes of which we have already laid 36 or very nearly ¼ of the total number. We have now opened a special quarry with a separate sub-division for it and we are now in a position to carry on with this work economically and with expedition. I have reported to Government that the work would be got done within six years but I believe, I will be in a position to complete the work in a much less time. Everyone along the coast line wants the work done at this place first and they all put in their claims for priority of protection simultaneously. This to some extent dislocates our work as we cannot evidently start work at all places at the same time and we have then to put up with criticisms. I can only assure this House that we have taken on hand this question of coastal protection in the most serious manner and we will see that the works are completed with great expedition.

I would now touch lightly on the policy in regard to Road construction works in the State. What is called the Post-War period is undoubtedly near at hand and the ideas of Road planning have now changed within the past 2 or 3 years to a considerable extent. The kind of traffic that we should expect here after on our roads is not going to be what we are used to in the pre-war days. With the growth of civilisation the tendency towards mechanisation will be all the greater. It will be remembered that with the advent of the cheap electric light the ordinary candle light became the luxury of millionairs. Similarly I may not be far wrong if I should say that the transport of goods by big lorries along roads will become much cheaper than transport by bullock carts. In fact it has already become so and the reason why the bullock carts still survive is on account of the difficulty in getting lorries, tyres, and petrol during this war time. As soon as the war is over and the country is flooded with motor transport we will soon find our existing roads and many of the old bridges unable to cope with the traffic. It therefore follows that we have to widen our roads, straighten the curves and put in a more reliable and permanent surface as early as possible. In order that this work may not be delayed for want of definite estimates we have created a Special Division dealing only with this work. It is their duty to prepare plans for widening and realigning all the main arterial roads in the State. The roads taken up for improvement are the following.

Shornaur Ernakulam Trunk Road

Vaniampara Road

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Hill Palace Road
Karupadanna Road
Kunnamkulam Road

With these works which had to be given high priority I must admit that it was not possible for me to find the staff necessary to execute in full certain of the road works proposed in the second Road Board Programme. Yet much work has been done, and I have no doubt that I will be able to complete the entire work by 1121. We are now doing the Chalakkudi Anamallais Road and about 21 miles of the road has been opened. The complete survey and estimating for the remaining length of 25 miles have also been completed and the work will be started early. It is programmed to complete the work by July 1946.

The Chalakkudi Irrigation Scheme will be started as soon as the final agreement with Travancore is signed.

The Naduthode Scheme will also be started early next year.

The investigation of the Peechi and Pillathode Reservoir Schemes have been completed and the detailed estimates are being drawn up. The Peechi Scheme consists of a masonry reservoir across the Manali River at a point about 9 miles to the east of the Trichur Town. The storage will be 65,297 acre feet of water and will irrigate lands in 24 villages of the Trichur Taluk. 10,000 acres of single crop lands can be converted to double crop and 6,500 acres of waste lands converted into double crop. The scheme will afford some supplemental irrigation facilities to rice cultivation during the dry weather besides irrigating about 4,000 acres of lands for vegetable farming. This will also supply water to certain navigation canals enabling communication between the Port ofCochin and Trichur all the year round.

The Pillathode Reservoir Scheme comprises an earthern dam with a concrete core wall with a total height of 95 feet across the Pillathode Stream at a point about 12 miles south east of Trichur Town. The length of the dam at the top is 990 feet and the storage capacity of the reservoir will be 51,773 acre feet. The scheme will bring in 3,512 acres of waste lands under double crop cultivation and convert 1,131 acres of single crop lands into double crop. An area of 3,194 acres of double crop lands now lacking in irrigation facilities will be protected by this scheme. The scheme is expected to cost Rs. 12,00,000.

During this year we are making certain important extensions of electric lines in Ernakulam and Mattancheri. An underground cable line of 11,000 Volts was laid from Ernakulam to Mattancheri this year. We have also awarded contracts for the construction of 66,000 Volts line to Trichur for the supply of Hydro-Electric energy to that area. I must record my appreciation to the Electricity Department of the Travancore Government for the uniform courtsey which they have extended to us in the matter of Pallivassal power supply to Cochin State.

I must also bring to the notice of this House the extremely arduous work turned out by my staff specially those who have been working continuously during the year in the malarial regions of the State. Many of them have been stricken down with Malaria but due to paucity of trained staff, their services had to be utilised without giving them time for complete recouperation.

I do not wish to take up any more time, as the remaining points which I would like to dwell upon would come up in the consideration of the cut motions.

I now request the House may be pleased to sanction the demand asked for.

CUT MOTION No. 13

Pallipuram—Vypeen Road

Mr. P. A. Muhamed Ashrof *(Cranganur):* I rise to move the cut to reduce the allotment of Rs. 1,00,000 for contribution to Road Board in Demand No. 30-2 (*a*) by Re. 1. *To bring to the notice of the Government the urgent necessity of completing the construction of the Pallipuram-Vypeen Road.*

Sir, I do not think that a prolonged explanation is necessary to convince this House the extreme necessity of that road in that littoral parts. The road connects 6 villages up to the Cochin Harbour. The construction of the road was taken up some years ago and it was left behind due to some reason or other which is not known to this House or to the public. Sir, when the construction of that road was taken up some bridges have been constructed which are of no use at present because of the check-measurement which were very defective and the result is that they are now useless and they are to be remodelled. A portion of that road was metalled

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